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ONE SHILLING.

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THE ROYAL BRIDE OF THE WEEK AND HER FAMOUS REGIMENT: PRINCESS PATRICIA DECORATING THE BATTLE-WORN COLOURS OF HER CANADIAN LIGHT INFANTRY.

Princess Patricia visited Bramshott on February 21 and inspected her regiment of Canadian Light Infantry (the P.P.C.L.I.) before its return to Canada. After she had addressed the battalion, the colour was paraded, and she attached to it a bronze laurel wreath inscribed with the words—"To the P.P.C.L.I. from the Colonel-i -Chief, Patricia, in recognition of their heroic services in the Great War, 1914-18." The colour was worked for the

regiment by Princess Patricia herself, who presented it at Ottawa in August 1914, and it was the only colour carried by British troops in action. Our next number will deal fully—by means of special drawings and photographs—with Princess Patricia's wedding to Commander the Hon. Alexander Ramsay on February 27. The number will be one to keep as a souvenir, as a record of a historic event.



By G. K. CHESTERTON.

IT is a quaint and rather amusing fact, to be noticed about the German and other revolutionary groups, that we hear a great deal about their being extreme Socialists, or moderate Socialists, or moderately moderate Socialists; but we hear comparatively little about their being Socialists. I mean that such Socialists seem to be excited about almost everything except Socialism—about everything from the League of Nations to the Divorce Court, from the linking up of all distant communications to the cutting of all domestic communications. I have been a Socialist in my youth, like every other thinking person; and I have ceased to be a Socialist, like nearly every other Socialist. But the distinction I can at least claim, as compared with most of my old fellow-Socialists, is that I would substitute a system of small property, while they would substitute a system of large slavery. But there are many advantages in having been a Socialist; and one of them is that it is possible to have some dim and groping notion of the nature of Socialism, which is conspicuously absent from most of the more destructive criticisms of it.

The question about Socialist success might be put in many ways, but it does not seem to be put at all. It might be stated, more scientifically, by asking whether the public can ever so control the State that the public as consumer can trust the State as monopolist. It might be put more flippantly by asking why the same policeman should appear successively as the

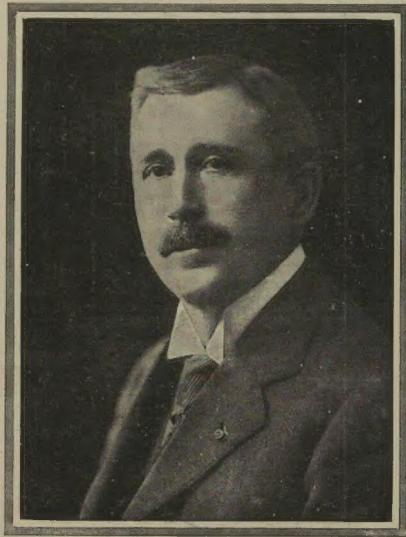
would not be more pompous than ever as such a universal provider, and would not merit more than ever that the clown (that tribune of the people) should touch him up with a red-hot poker. Indeed, much meaning might be found in that parable of a duel between the poker and the policeman's truncheon. For the poker is obviously a private, an improvised, and even a domestic weapon—the flaming sword of the angel of the fireside. It might be the symbol of that property and liberty that should be distributed in a democratic State, but could not be distributed in a merely Socialist State. The real case against the latter is in the very nature of self-government. A citizen is the man of a city; and a city is a collection of houses, and necessarily of private houses. It cannot be one universally organised house, unless it is a workhouse—or possibly even a madhouse. That is why property should be given to each, and not only to all—should belong to the citizens, and not merely to the city. Modern capitalism is a curse—not because some men have capital, but because some men have not. A modern city can be a nightmare—not because its houses belong to those who own them, but because they do not belong to those who live in them. This is the real case against modern capitalism; and it is also the case against modern Collectivism, or Socialism, which is its child. But my point for the moment is that this case against Socialism, and the corresponding case for Socialism, are both curiously absent from the Continental controversies, even when they are supposed to be conducted almost entirely by Socialists.

What has really happened in Germany?

I do not agree with those who think the revolution was literally a fraud; but I fancy there is a real sense in which it was a fiction. It was probably a fiction in the sense in which any ceremonial State function is a fiction. When despotism is a fashion, the more constitutional countries may be said to go through the form of a coronation. When democracy is the fashion, the more conservative countries may go through the form of a deposition, or perhaps an abdication. I need not say that democracy being the fashion is a very different thing from democracy being the fact. An incessant idealism about equality exists side by side with a colossal inequality of multi-millionaires and men entirely without property, large or small. We should probably find that some simple system of villages, such as Serbia, would be the place where democracy was most practised, and least preached. But democracy is certainly the fashion, and the Teuton has laboriously followed the mere fashion of democracy, as he followed the fashions of royalty and chivalry. I suspect that the Prussian Socialist is as really democratic as the Prussian Junker was really chivalrous. But, however this may be, the practical outcome of the new German compromise would seem to be this—that the Germans have copied from the Allies not popular government, but rather Parliamentary government. There are still a few people left who think the two things are the same; and it is likely enough that some of them would be Germans.

It would be a weird irony if the war ended with our merely exchanging our two respective errors—if they adopted our Parliamentarism, and we adopted their Prussianism. It would be a strange end to the story if we merely ex-

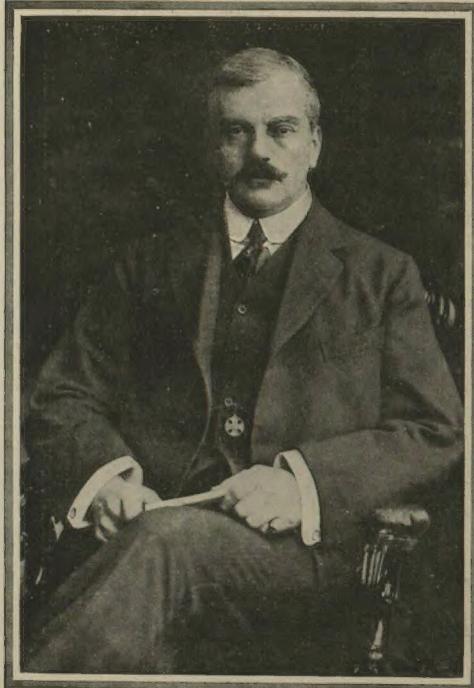
changed swords in the struggle, like Hamlet and Laertes—especially since, after all, it would be we who got the really poisoned sword. The danger of England is not so great as that of Germany, but it is, perhaps, more strange. It is not unnatural that the institutions of the Allies should be imitated, since the Allies are at least successful, whether or no their institutions have been a success. We have at least liberated the world, possibly by what we call our liberal institutions—possibly, rather, in spite



A PATRIOTIC PRIME MINISTER:
SIR WILLIAM HEARST.

The Hon. Sir William Howard Hearst, K.C.M.G., Prime Minister of Ontario, who has two sons on active service with the Canadians, has just announced that his Government will spend £5,000,000 upon new public works this year, in order to provide employment for 40,000 returned soldiers. Sir William married, in 1891, Miss Isabella Jane Dunkin. He has two sons and two daughters.

of them. But, if Prussia has lost the world, it seems strange that she should gain new converts in the world. If Prussia has been a failure, it seems strange that so many should still think Prussianism a success. Yet it is certainly the fact, I fear, that some Englishmen just now are looking to solve our own social problems by that rigid regimentation that is far more suicidal than any of our own social laxities. While most of the Germans are borrowing the English expedient, which is representative government—a thing at least theoretically and originally right—many of the English wish to effect their social reforms by borrowing the Prussian expedient, which is slavery. For there was always a tendency in German social reform which was unfortunately copied in English social reform. It is something much worse than giving all wealth to the Government. It is rather giving all government to the wealthy. It is arming plutocracy with bureaucracy. It is leaving capitalism in the congested masses that are the curse of the modern world, and merely dragooning the daily life of the private citizen in everything he eats or drinks or wears. Prussia was always the approximate model of such a servile State. It was natural enough that barbarians should follow after slavery; it was, perhaps, more singular that civilised men should follow after barbarians; but it is truly sensational that they should follow after defeated barbarians. In the worst time of Teutomania, it was really irrational that we should imitate the Germans. It is a prodigy for men and angels that we should imitate them now.



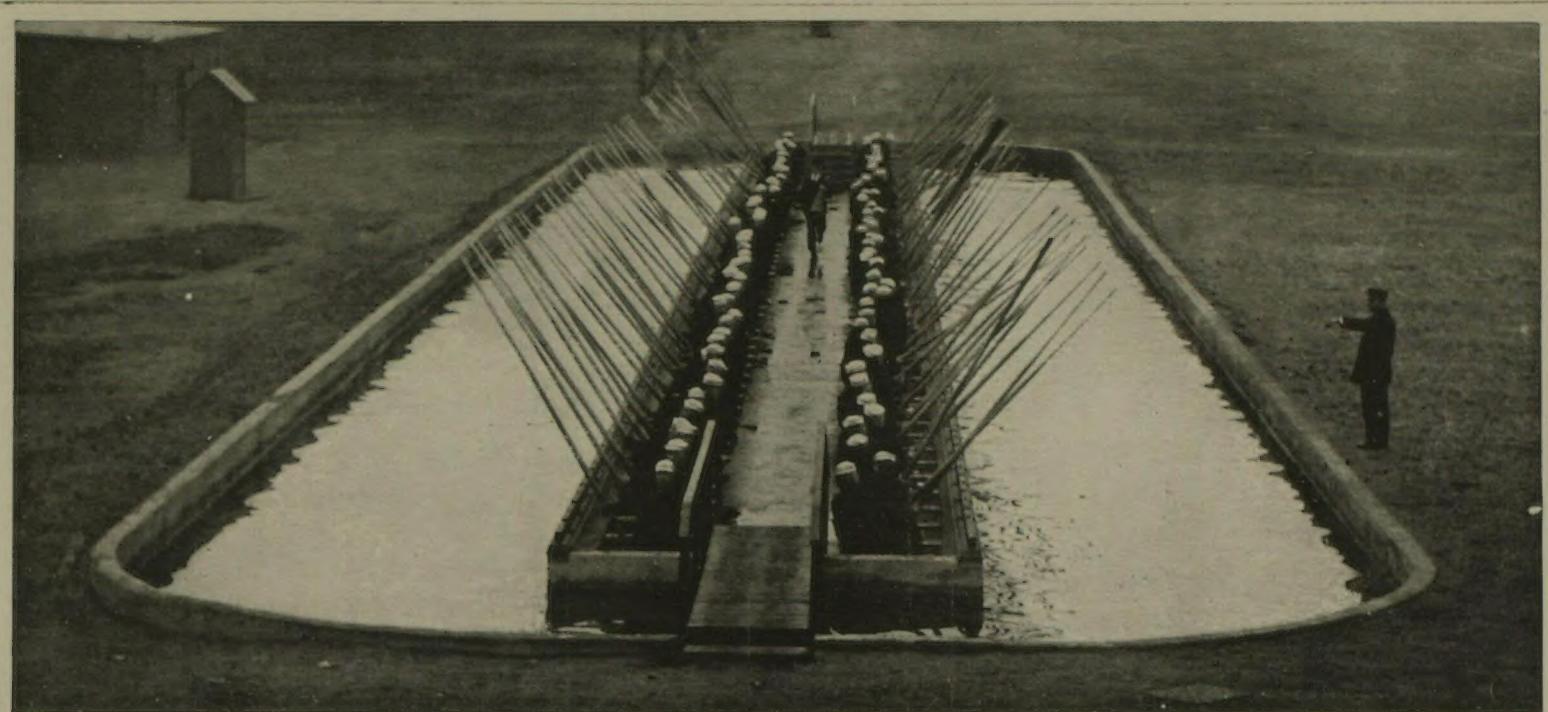
THE COAL CONTROLLER DEAD: THE LATE SIR GUY CALTHROP.

The public learned with regret on February 24 that Sir Calthrop Guy Spencer Calthrop, General Manager of the London and North-Western Railway, and Coal Controller of Coal Mines since 1917, had died from pneumonia supervening on influenza. He was only in his forty-ninth year, and had carried out his onerous duties with tact and skill. Lady Calthrop, who was, before her marriage, Miss Gertrude Margaret Morten, survives him.—[Photograph by Sport and General.]

butcher, the baker, and the candlestick-maker, as in a row of the pasteboard shops in a pantomime. And it might be asked whether such a policeman

LEARNING TO ROW ON SHORE: AN AMERICAN NAVAL TRAINING DEVICE.

PHOTOGRAPHS BY TOPICAL.



"THE WHITE CAPS OF THE SEA" ASHORE: UNITED STATES BLUEJACKETS TRAINED TO THE OAR IN A CONCRETE ROWING-MACHINE AT CAPE MAY.

An ingenious device for training seamen of the United States Navy in the use of the oar is employed at the Naval Training Station at Cape May, N.J. It consists of a big barge-shaped concrete structure, placed amid water in a concrete basin, and having along each side a set of benches, with oars and rowlocks. The men sit at these benches, those on one side facing one way, and those on the other facing in the opposite direction.

Between the two rows is a passage way for the instructor, who moves up and down giving orders through a megaphone. In the upper photograph another instructor is seen on the bank, shouting after the manner of rowing coaches on the tow-path at Cambridge. The pond is large enough to allow of the free swing of the oars. By this means a number of men can be trained at once in the art of rowing and the management of small boats.

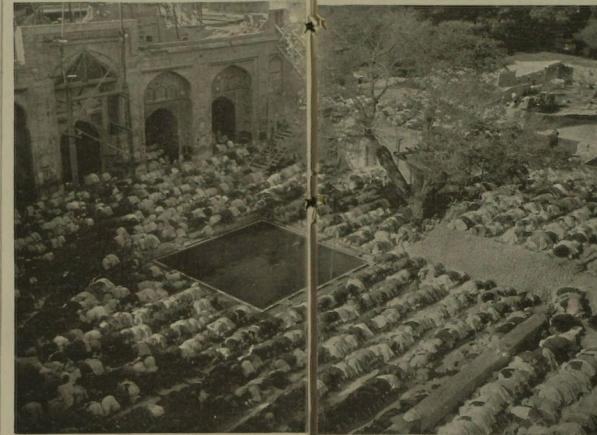
THE ASSASSINATION OF THE AMIR OF AFGHANISTAN: INCIDENTS IN THE CAREER OF HABIBULLAH KHAN.

DRAWINGS BY S. BEGG, A. FORESTIER, AND R. CATON

WOODVILLE; PHOTOGRAPH BY KING, SIMLA.



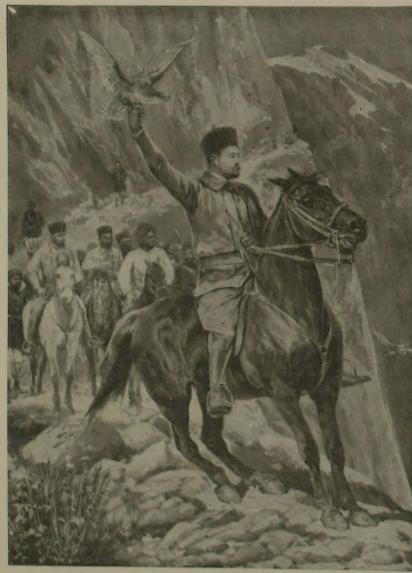
THE LATE AMIR AS A FILM OPERATOR: INSTRUCTING HIS SUBJECTS BY CINEMATOGRAPH IN HIS PALACE.



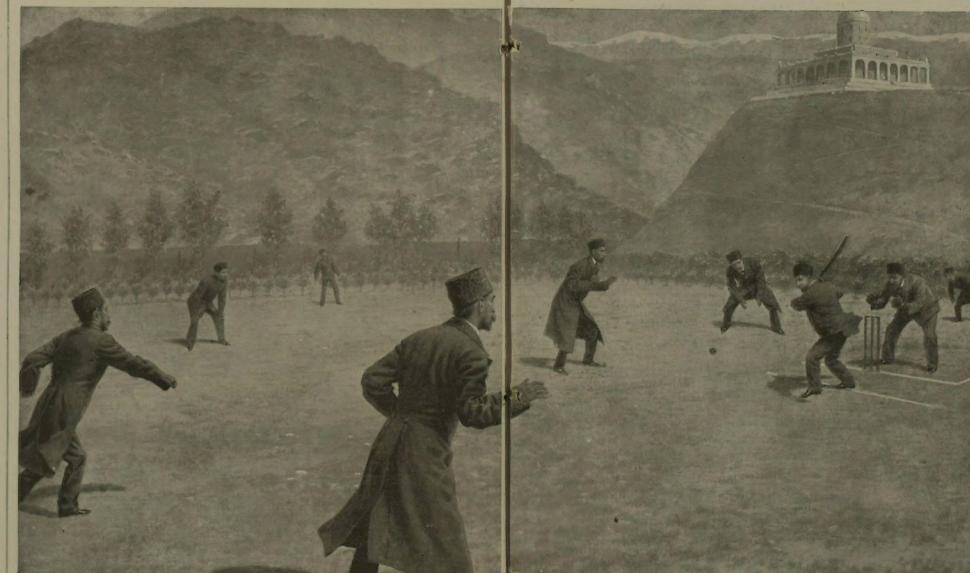
THE AMIR'S RELIGIOUS DEVOTION: AT THE JUMMA



IN THE ART SCHOOL WHICH HE FOUNDED AT KABUL: INSPECTING A PORTRAIT OF HIMSELF BY AN AFGHAN.



THE LATE AMIR AS A DEVOTEE OF SPORT: ON A HAWKING EXPEDITION IN THE HILLS ROUND KABUL.



THE AMIR HABIBULLAH AS A CRICKETER: HIS LATE MAJESTY BATTING

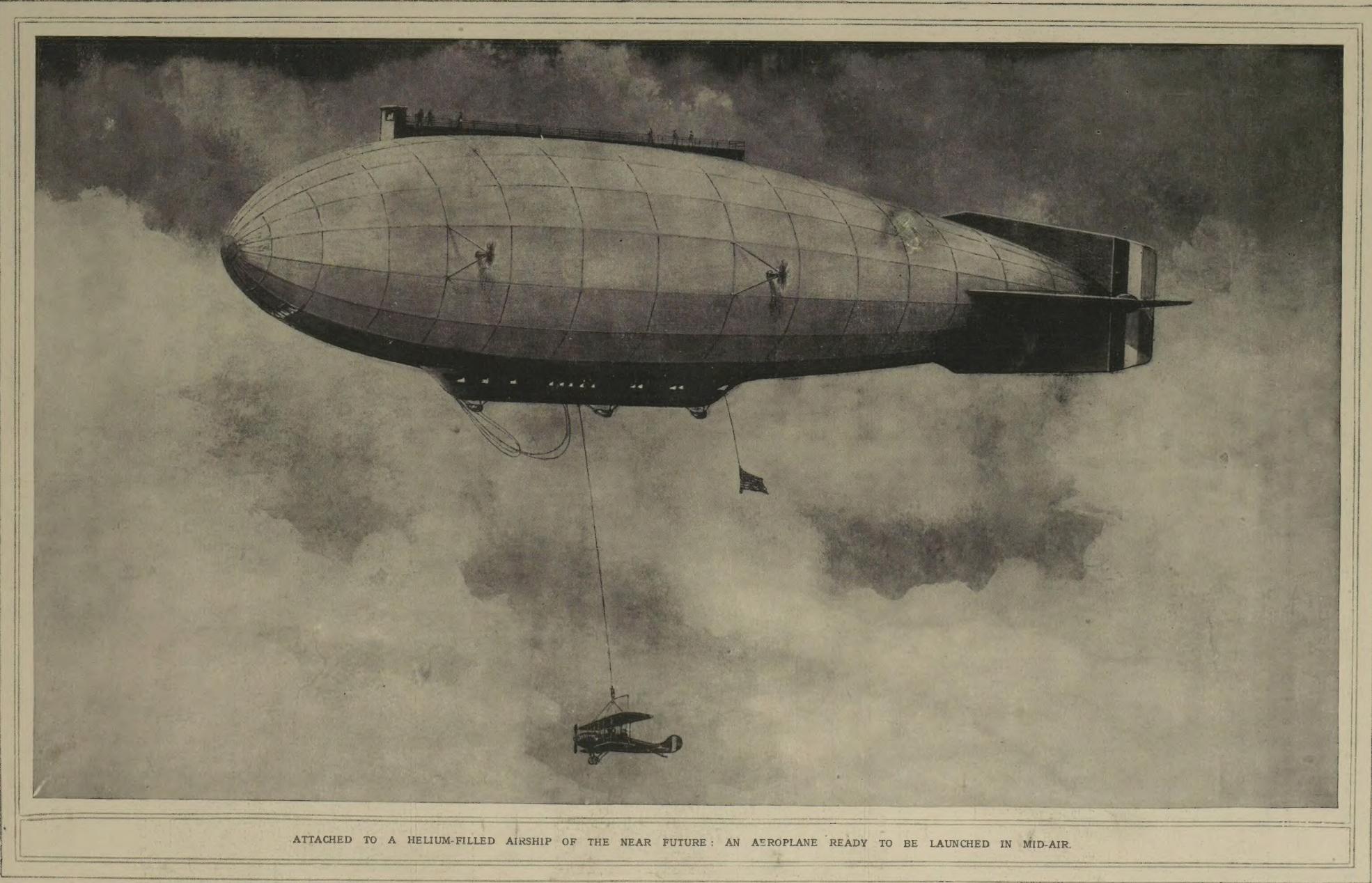


KEEPING IN TOUCH WITH WESTERN AFFAIRS: THE LATE AMIR READING "THE ILLUSTRATED LONDON NEWS."

The Press Bureau announced on February 24: "News has been received from Kabul of the death of the Amir of Afghanistan. Full details are still lacking, but it appears that the Amir was attacked very early in the morning while in camp in Laghman on February 20 and shot dead. No arrests have yet been reported in connection with the murder, the motives of which are at present obscure." The Amir Habibullah, whose name means "Beloved of God," had always preserved friendly relations with the British Government in India, especially since his visit to that country in 1907; and during the war his staunch loyalty, and his success in maintaining a strict neutrality and keeping order on the frontier, was of great value to the Allied cause. He was the son of the previous Amir, Abdur Rahman, chosen by the British as ruler of Afghanistan towards the end of the Afghan War in 1878, and was born in Samarkand in 1872. He

succeeded to the throne on his father's death in 1901. He was far ahead of most of his subjects in intellectual attainments and breadth of outlook. During his visit to India he was on excellent terms with the Viceroy, Lord Minto, and with Lord Kitchener, whom he admired intensely. He was greatly interested in mechanical inventions, including motor-cars and the cinematograph, which he used personally for educational purposes in his palace, and he introduced electric light at Kabul. He was a man of great versatility, a good linguist, singer, dancer, and bridge-player, an expert cook, a fine shot, and keenly interested in sport and games such as cricket and tennis. He ruled his turbulent people firmly and despotically, for he considered they were not ripe for more democratic forms of government. He was a devout Mussulman, and strictly abstemious. [Drawing Copyrighted in the United States and Canada.]

LAUNCHING AN AEROPLANE FROM AN AIRSHIP: AN EXPERIMENT.



ATTACHED TO A HELIUM-FILLED AIRSHIP OF THE NEAR FUTURE: AN AEROPLANE READY TO BE LAUNCHED IN MID-AIR.

The "Scientific American" (from which this drawing is taken, by permission) informs us that several weeks ago the experiment of launching an airplane from a dirigible was successfully carried out at the Rockaway Beach air-station of the Navy, near New York City. "One of the large Naval airships was brought to the field and landed, followed by five airplanes from the Mineola air school. When preparations for the test had been completed, the airship rose to a height of 100 feet, held by its anchor ropes, while one of the airplanes was wheeled into position below the large gas-bag. The airplane was fastened to the dirigible by

means of a 100-foot cable, dropped from the car of the latter. These preparations completed, ballast was dropped from the dirigible. The airship rapidly rose to 3000 feet, with the diminutive airplane swinging below it at the end of the 100-foot cable. At the proper moment the airplane pilot pulled the release-cord and freed his machine, which, with the engine 'dead,' went into a steep nose-dive. The force of the air in the downward rush was counted upon to crank the propeller and engine. After dropping about 1000 feet, the engine started with a roar, and the pilot then rejoined the four other circling airplanes."

HOWLERS OF AN ESSAYIST.

By E. B. OSBORN.

SOONER or later, every essayist commits the monumental mistake known to schoolboys as a "howler"; and the wise editor freely forgives him, knowing that he who makes no mistakes never makes anything—least of all in journalism. The essayist who chooses his own topics and introduces the spice of casualness into his dissertations, which have to be—nay, ought to be—written with a goose's wing-feather, is particularly liable to picturesque inexactitudes. Indeed, a famous practitioner of the weekly essay (it was not Mr. E. V. Lucas) was in the habit of deliberately introducing an occasional blunder into his otherwise impeccable stuff. It gratified his readers to find he was not inhumanly accurate; it gave them the pleasing chance of crying "Ha! ha-a-a!" and correcting his conceit in a brief epistle addressed to his editor for choice. Though a ripe scholar who, like the famous Dr. Routh, "found it a useful plan to verify his references," on one occasion he wrote of something strange and new as "*rara avis in gurgite vasto*," thus deliberately combining two familiar tags in a single portmanteau phrase. And for months afterwards letters of correction wangled in from country rectories and other places where English scholarship is said to reside—and he, the wise and wary essayist, rejoiced with quiet glee at the keen, egotistical pleasure he had given to these watchful critics.

Months ago I made a squeaker, as it were—it could hardly be called a howler—in this page of articles; and ever since then South-side Saxons have been taking me to task for it in more or less humane letters. I alluded in a review of Leon Gilbert's Gallipoli war-poems to the scentless flowers and songless birds of their sea-girt continent. It was a reminiscence of the opening lines of Adam Lindsay Gordon's "Dedication," that famous introduction of the recurring motives of Swinburne's word-music—

They are rhymes rudely strung with intent less
Of sound than of words,
In lands where bright blossoms are scentless
And songless bright birds;
Where, with fire and fierce drought on her tresses,
Insatiable summer oppresses
Sere woodlands and sad wildernesses
And faint flocks and herds.

Gordon was a literary "new chum" when he thus libelled Australian flowers and birds, and even the Englishman errant would not commit such a howler if he had seen the back blocks through the eyes of A. B. Paterson and Henry Lawson and the other realistic poets of Australia. I did not deliberately repeat this stock instance of a literary libel—it was an accident, arising out of deference to the shadow of a great name. Gordon is no longer accepted as an authority on the occulted

charms of the Australian wildernesses. He keeps his niche in the affections of the native-born because of the tragical romance of his life and his vivid sense (read "The Sick Stockrider") of the harsh zest of hard open-air living, and also, chiefly perhaps, because of his understanding love of horseflesh: I was told the other day that a mighty good asset for a "new chum" was to have Carbine's genealogy by heart!

But, to get back to myself, I am glad this trifling accident happened. It brought me the pleasantest and most genial letter I have ever received from a critic-correspondent, who enclosed a sprig of Australian blossom. The colouring of the flower had vanished: having left its native land six months before and served in the war, so to speak, it had the grey, tired look of a botanist's specimen. But it still kept its soul—a poignant, subtle fragrance to which I, being only an Englishman, could give no name. And what did I do with it? I passed it on to a friend, another "Aussie," and got a letter of enraptured slang, telling me that he had sent it to his best girl. Who knows if even that was the end of this floral Odyssey? Let us hope she will not pass it on to another digger. After all, Macbeth's reference to journalism—it is a aged Fleet Street joke—does not altogether do justice to my queer little trade.

The Armistice—and the Federated Malay States: At Kuala Lumpur.



ASSEMBLING TO HEAR THE TERMS OF THE ARMISTICE READ: SPECTATORS AT KUALA LUMPUR.

The photographs were taken on November 13 last, when the terms of the Armistice were announced at Kuala Lumpur. The Resident of Selangor read the terms.



THE READING OF THE ARMISTICE: THE RESIDENT OF SELANGOR SPEAKING AT KUALA LUMPUR.

THE NEED FOR RURAL INDUSTRIES.



By S. L. BENSUSAN.

IN the pleasant county of Hertfordshire, several hundred women who work on the land in the summer find occupation in the maltings during the winter. This is a small matter, but it involves a principle that, carried out carefully and thoughtfully, may go far to solve one of the great difficulties now facing agriculture. The farmer requires a large staff in spring, summer, and autumn; but there are months in winter when there is little work to be done, or when the weather forbids activity. Day by day the farmer finds the growing difficulty of finding a job for the men who want one; but wages are constant—and very rightly, for nobody can control the weather, and Wages Boards have checked effectively the old bad habit of making the labourer lose the wet days. At the same time, it is not good for the farm-hand that he should have nothing to do; nor is it economically possible for the farmer to pay him his greatly enhanced wage for doing nothing.

If we were able to establish rural industries the problem might well solve itself. In the summer, particularly at hay-time and harvest, the industry would be expected to lend men and women to the land. In the winter—when, apart from horsemen

and stockmen, the farmer needs but little labour—the industry would borrow his surplus hands; and they would be glad enough to go, for the conditions of work under cover would certainly be better than those obtaining on the farms. So in the dead time of year the farmer would have his minimum staff and smallest expenditure; while as soon as the spring opened he would begin to withdraw men and women from the local factory or workshop in ever-increasing numbers up to harvest-time, after which the demand would decline.

Now the difficulty, if any, lies in the establishment of these industries, for it may be that the local ones—such as basket-making, pottery, hurdle-making, and such work—will be unable to carry a big staff. On the other hand, there might be in the preservation of late fruit and vegetables, in the making of potato-flour, and similar tasks, work for a factory that would be busiest in winter; and if the problem of transport can be solved, so that men may travel swiftly and comfortably to and from outlying villages, there should be no difficulty in employing not only the seasonal surplus labour of the farm, but also the small-holders of the near future, who may well find the

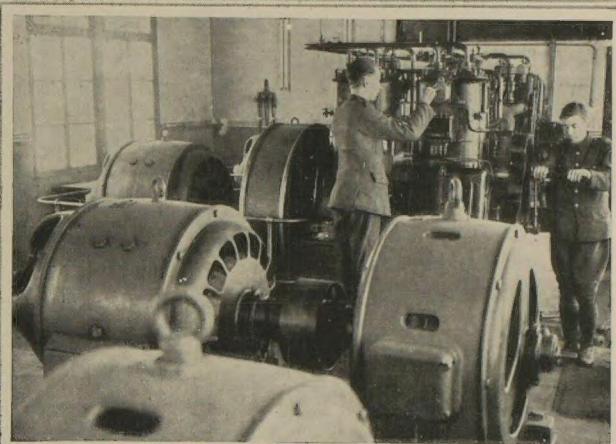
winter months hang heavily and expensively on their hands. Under former conditions of poor wages, and low-grade farming by men whose resources were inadequate and whose methods were antiquated, the waste of human material—the injustice to men worthy of the best treatment—appeared almost inevitable. In the near future, the farmer who is to survive the coming fall in prices and the considerable rise in wages cannot afford any of the old methods. He must bestir himself, and, equally important, must bestir his neighbours and the authorities to take the steps necessary to bring an industry within reach.

In the old days, particularly after the enclosure of the commons and the destruction of the yeoman class, countrymen flocked to the towns to get employment. In the future it is necessary that the country should absorb as much labour as possible, and to that end a part of industry must leave the town and become rural instead of urban. It may well be that, when the advantages are realised of work in the open during the best of the year and under cover during the worst, the departure of industry from urban to rural areas will be greatly hastened.

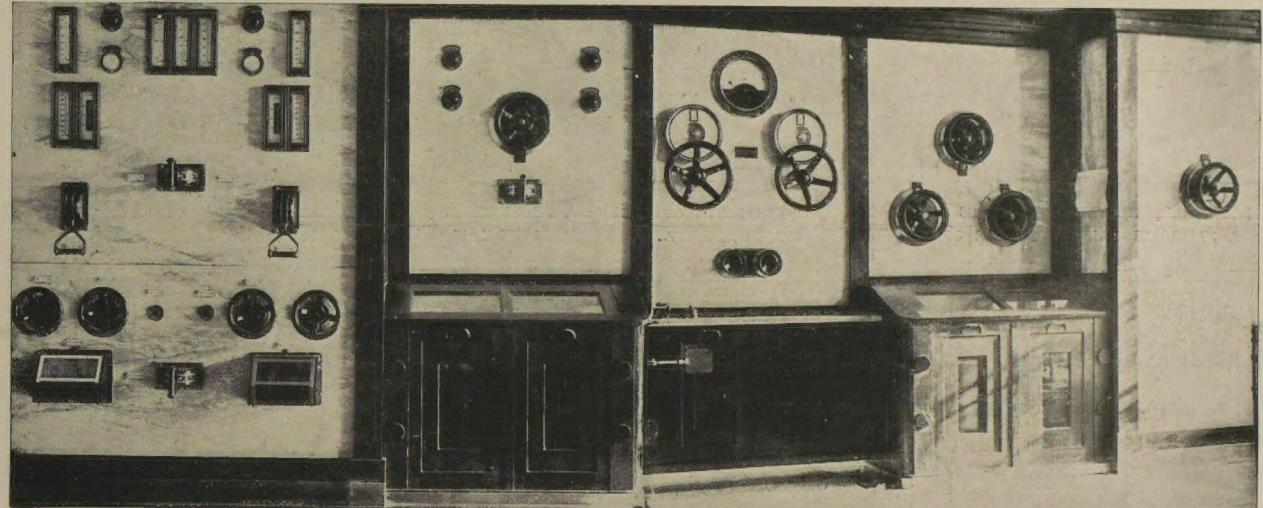
GERMAN WIRELESS IN BRITISH HANDS: COLOGNE TELEFUNKEN STATION.



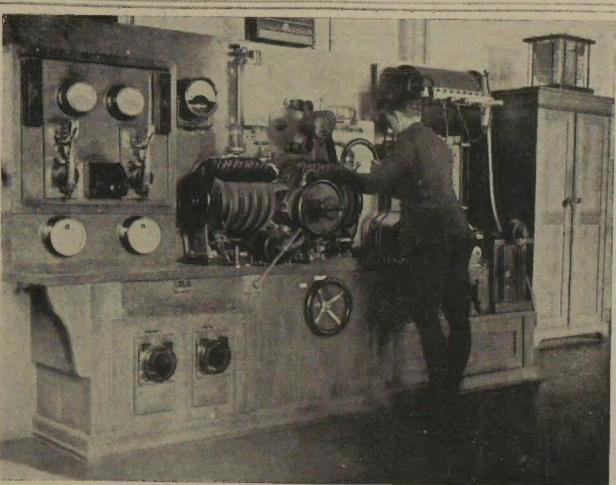
IN THE TELEFUNKEN WIRELESS STATION AT COLOGNE :
BRITISH OPERATORS AT WORK.



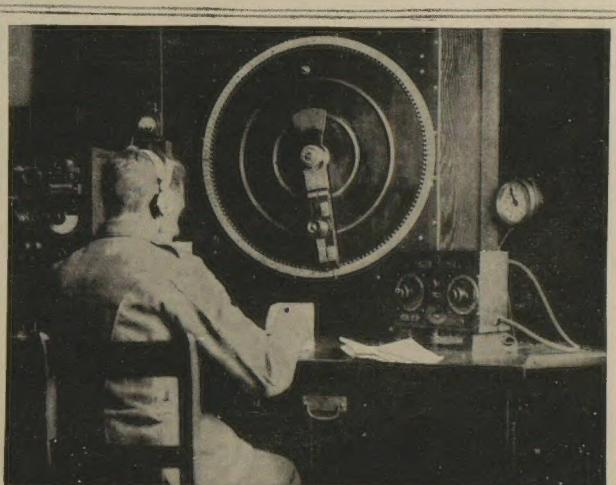
SUPPLYING POWER FOR COMMUNICATION WITH CONSTANTINOPLE :
THE GENERATING STATION.



A FAMOUS GERMAN WIRELESS STATION IN BRITISH HANDS AT COLOGNE : THE 20-KILOWATT TELEFUNKEN TRANSMITTING
SWITCHBOARD FOR LONG-DISTANCE COMMUNICATION.



AT THE COLOGNE WIRELESS STATION : AN ELECTRICIAN CHANGING
THE AERIAL ON A POULSEN INSTALLATION.



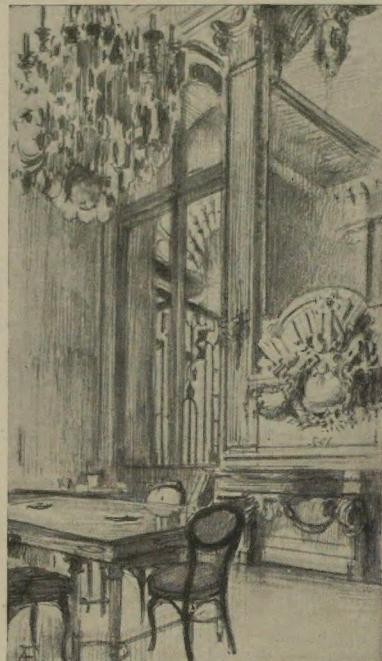
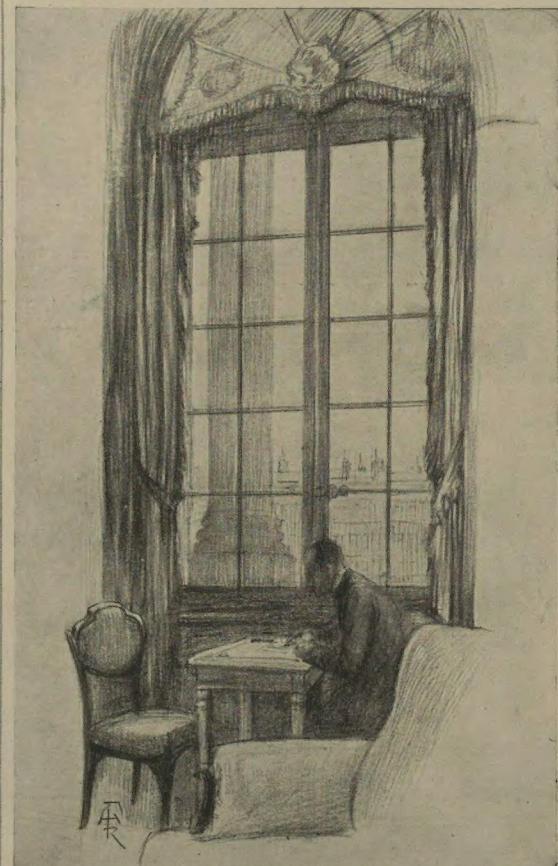
CONTROLLED BY OUR ARMY OF OCCUPATION : A BRITISH OPERATOR
WORKING GERMAN WIRELESS AT COLOGNE.

One of the steps taken by the British Army of Occupation in Germany was to assume control of the great wireless station at Cologne. It is fitted up with a high-power generating plant which enables communication to be made at long distances—as, for instance, between Cologne and Constantinople. Our photographs show the interior of the station,

with British operators at work on the German instruments. It must be an interesting experience for them, and will have afforded them a good opportunity for judging the efficiency of German electrical engineering. The enemy's wireless system, we need hardly recall, played a prominent part during the war in disseminating German versions of news

VISITED BY THE PRINCE OF WALES: THE PRESS CLUB IN PARIS.

SKETCHES BY A. FORESTIER, OUR SPECIAL ARTIST IN PARIS FOR THE PEACE CONFERENCE.

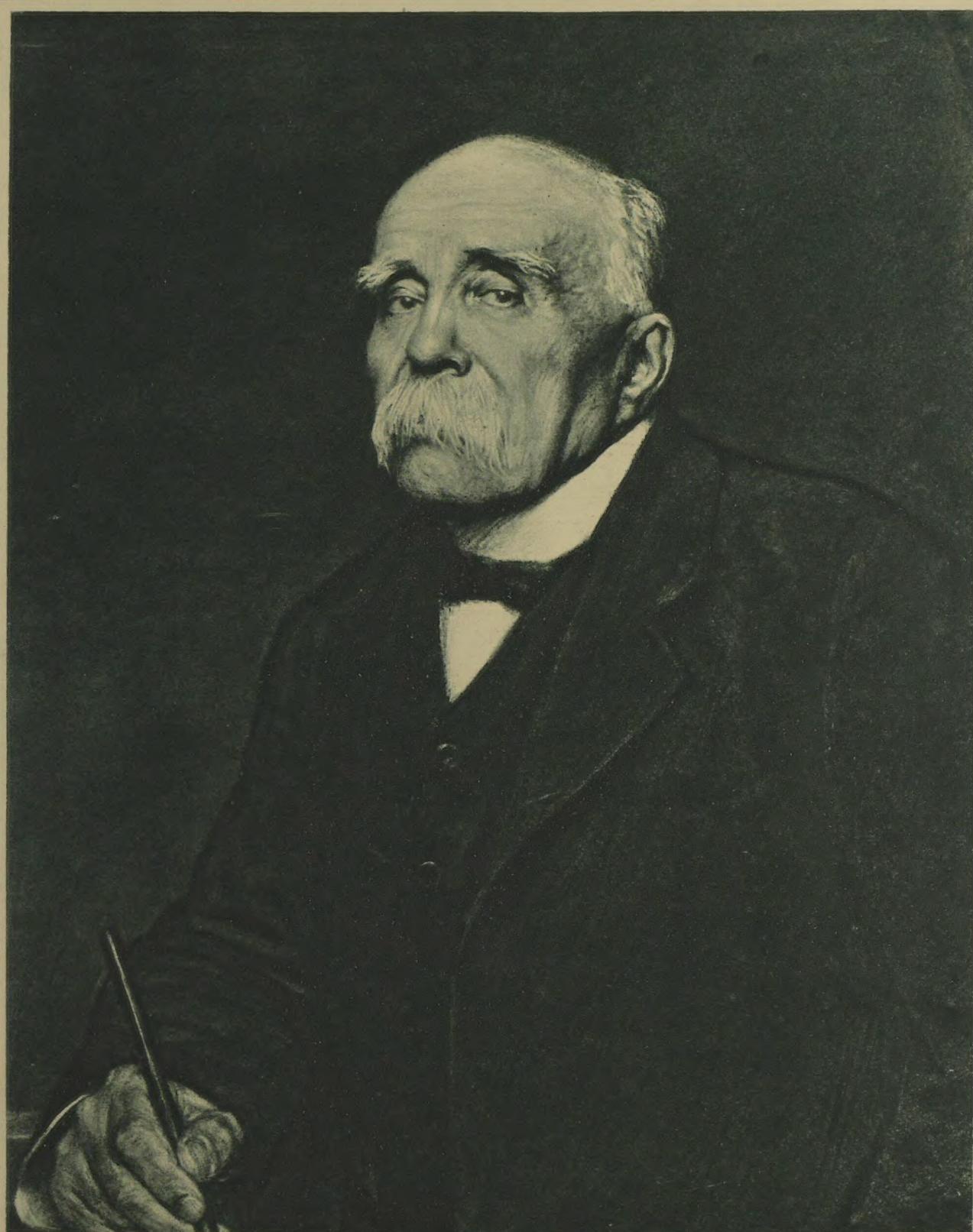
PALATIALLY HOUSED: THE PRESS CLUB—
A STAIRCASE LEADING TO THE OFFICES."THE BIRTH OF EROS": A FINE BRONZE
STATUE BY MATTHIEU MOREAU IN THE HALL.WHERE PRESSMEN FOREGATHER IN PARIS:
A SALON DE CONVERSATION IN THE CLUB.THE PRESS CLUB'S SUMPTUOUS QUARTERS IN THE CHAMPS ELYSÉES:
THE LOGGIA OF THE DUFAYEL MANSION.WRITING IN QUIET AND COMFORT: A CORNER IN THE SALON
DE CORRESPONDANCE OF THE PRESS CLUB.

The magnificently furnished house known as the Dufayel mansion, in the Champs Elysées, was hospitably placed by the French Government at the disposal of foreign journalists in Paris for the Peace Conference, to be used as a Press Club. Our artist's illustrations, showing the interior of several of the rooms and the vestibule, indicate the luxurious and

artistic character of the accommodation provided. The Prince of Wales, who recently arrived in Paris, visited the Press Club on February 22, accompanied by Lord Derby and Lord Claud Hamilton, before attending a dinner party and reception at the British Embassy. His visit was highly appreciated.—[Drawings Copyrighted in the United States and Canada.]

THE ATTACK ON THE FRENCH PRIME MINISTER: "THE TIGER."

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SHOT AT WHILE ON HIS WAY TO THE MINISTRY OF WAR: M. GEORGES CLEMENCEAU.

At the moment of writing, it is reported that M. Clemenceau's condition remains most satisfactory. The bulletins report steady improvement, low temperature, and normal pulse. The doctors' great difficulty is to prevent the patient overtiring himself. M. Clemenceau is in his seventy-eighth year, and the fact that no fewer than forty visitors saw him in his room the other day caused sleeplessness. As a result, the doctors forbade him to speak for forty-eight hours, and cut the number of his visitors to the minimum. On learning of the outrage, the King telegraphed: "I am shocked to hear of the dastardly

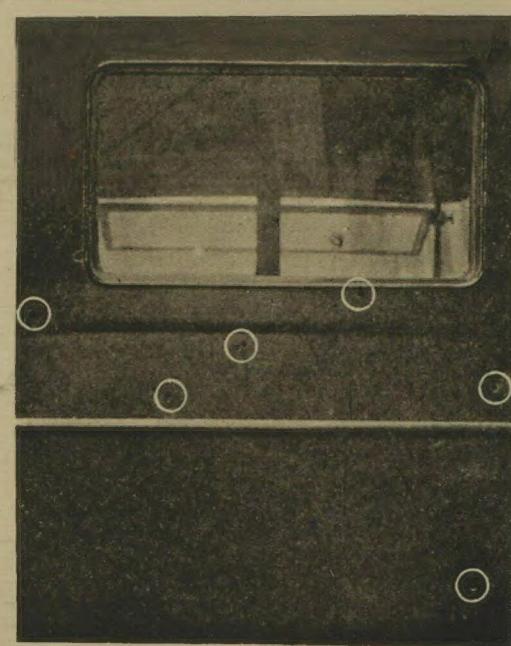
attack made upon you this morning. I earnestly trust that the injuries received are not serious, and that, thanks to your splendid energy and courage, you may soon be restored in health, to continue your great and valued efforts for France and the Allies." Georges Clemenceau, French Prime Minister and Minister for War since 1917, was born at the Château de l'Aubraie, Feole, Vendée, in September 1841. He was educated at Nantes, and migrated to Paris in 1860. From 1865 to 1869 he lived in the United States. He was Prime Minister and Minister of the Interior from 1906 to 1909.

THE SHOOTING OF M. CLEMENCEAU: AN ANARCHIST'S REVOLVER ATTACK.

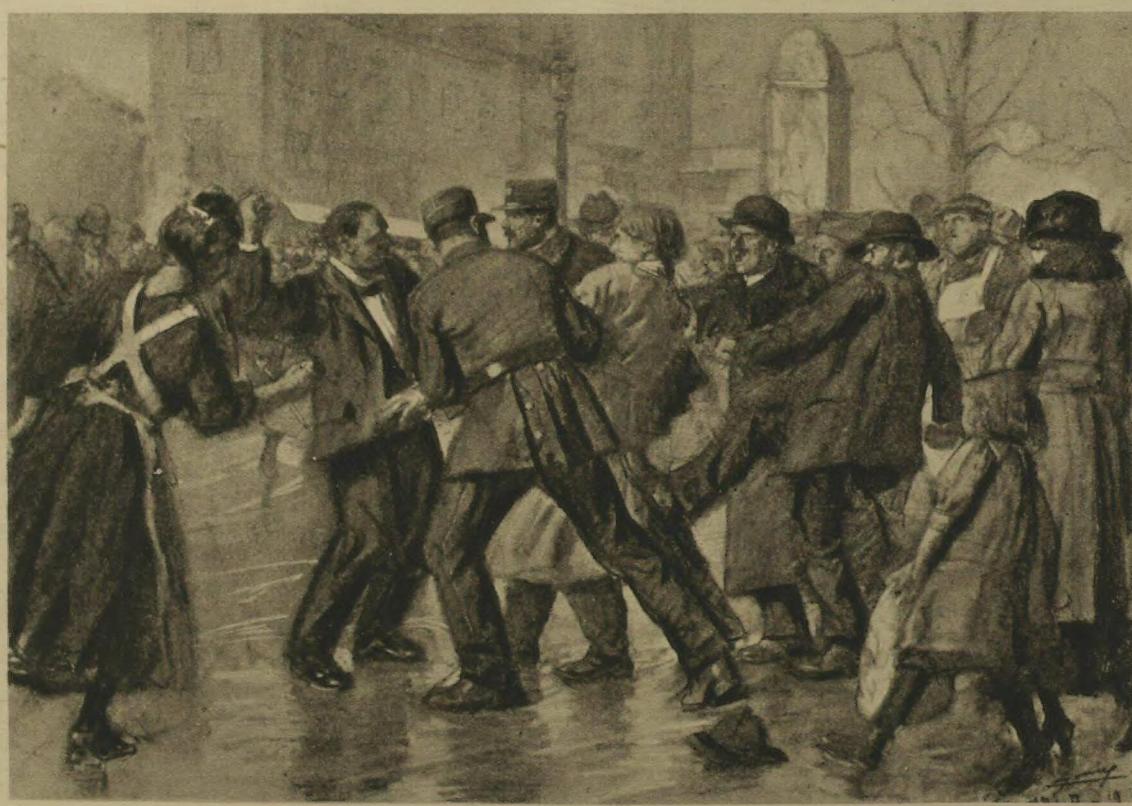
DRAWINGS BY LUCIEN JONAS FROM EYE-WITNESSES' ACCOUNTS; PHOTOGRAPH BY R. STRA.



THE ATTEMPT ON M. CLEMENCEAU'S LIFE: EMILE COTTIN FIRING AT THE BACK OF HIS CAR.



PIERCED BY SEVEN REVOLVER SHOTS: THE BACK-PANEL OF M. CLEMENCEAU'S CAR.



THE ARREST OF THE ASSAILANT: COTTIN, BETWEEN TWO GENDARMES, ROUGHLY HANDLED BY MEN IN THE STREET.

M. Clemenceau, the veteran Prime Minister of France, was the victim of a murderous attack by a French Anarchist named Emile Cottin, in Paris on February 19. M. Clemenceau had just left his house at 8, rue Franklin, in his motor-car, to drive to the Ministry. As the car was slowing down to turn into the Boulevard Delessert, Cottin, who had

stationed himself at the corner, fired at him with a Browning revolver. Seven shots pierced the back panel of the car, and one struck the Premier in the right shoulder and lodged in the lungs. The assailant was pursued by a barber's assistant and other pedestrians, by whom he was roughly handled, and was arrested by the police. M. Clemenceau,

[Continued opposite]

THE ATTACK ON THE FRENCH PREMIER: THE CAR AND THE ASSAILANT.

PHOTOGRAPHS BY STRA AND MAQUET.



JUST AFTER THE SHOOTING OF M. CLEMENCEAU IN PARIS: THE CAR IN WHICH HE WAS DRIVING WHEN FIRED AT, BROUGHT BACK TO HIS HOUSE AT 8, RUE FRANKLIN.



M. CLEMENCEAU'S ASSAILANT: EMILE COTTIN COVERING HIS FACE TO AVOID THE CAMERA AT A POLICE STATION AFTER HIS ARREST (WITH A PORTRAIT OF HIM INSET).

Continued.

who took the affair lightly and with characteristic courage, was driven back to his house, and Dr. Gosset and M. Tuffier, the famous surgeon, were at once called in. It was stated subsequently that it would not be possible to extract the bullet. On the 20th M. Clemenceau had a bad night, but later bulletins said that his condition was improving.

Emile Cottin was formerly in the French Army. He was invalided out, and worked as a carpenter at the Caudron aeroplane factory, whence he was dismissed as unsatisfactory last year. He has since been employed at a furniture maker's. He is said to be fairly well known among Anarchists in Paris.

BREAKING THE BALTIC ICE: BRITISH WAR-SHIPS IN COLD WATERS.



IN FLOATING ICE OFF LIBAU, IN COURLAND: THE BRITISH DESTROYERS "VALHALLA" AND "WOLSEY."



WHERE THE TEMPERATURE WAS MINUS 20 DEG. CENTIGRADE: THE BRITISH CRUISER "CALEDON" OFF LIBAU.



THROWING UP ICY SPRAY AT HER BOWS: A BRITISH DESTROYER FLOTILLA LEADER IN THE BALTIC.



CUTTING THEIR WAY THROUGH THE FLOATING ICE IN THE BALTIC SEA: BRITISH DESTROYERS.



WITH GERMAN MERCHANT-SHIPS EVACUATING TROOPS AND STORES: LIBAU HARBOUR.



CUTTING SLOWLY THROUGH ICE TO GET ALONGSIDE A BRITISH WAR-SHIP: THE LIBAU TUG "ANNA."

Very little news has been published recently regarding our naval operations in the Baltic in connection with the campaign of local troops in Courland, Livonia, and Estonia, on the eastern shores of that sea, in resistance to the Bolshevik menace. A Reuter message of January 7 from Copenhagen stated that Admiral Sinclair's squadron, consisting of the light cruisers "Cardiff" and "Ceres," and the destroyers "Valkyrie," "Vendetta,"

"Wakeful," "Windsor," "Wolfhound," and "Woolstone," had left Copenhagen on its return to England, amid friendly farewell demonstrations from the Danes; and that the British cruisers "Caledon" (with Admiral Cowan on board) and "Royalist," together with five destroyers, had arrived there on the previous day (January 6). On January 11 (it might be mentioned, by the way) Danish undergraduates entertained some 800 British,

[Continued over to]

AT A PORT MENACED BY BOLSHEVIKS: BRITISH WAR-SHIPS OFF LIBAU.



BRITISH DESTROYERS IN FLOATING ICE AT LIBAU, IN COURLAND: H.M.S. "WOLSEY" AND "WRESTLER," WITH A LOCAL TUG.



AT SEA IN THE HALF-FROZEN WATERS OF THE BALTIC: SHIPS OF THE BRITISH SQUADRON, LED BY "VALHALLA" AND "WOLSEY."

Continued.
French, Italian, and American soldiers at the Palace Theatre, Copenhagen, before they left the city, where they had been interned as prisoners of war. On January 12 it was reported that Libau, on the Courland coast, had been captured by the Bolsheviks, and that British war-ships would probably convey to Denmark a number of Swedish refugees from Livonia. On January 22 the "Times" stated that "the Bolshevik torpedo-boats

recently captured by the British squadron in the Gulf of Riga have been handed over to the Estonians, and have been used by them against the enemy's flank on the coast." Our photographs show the icy conditions under which the British ships have had to work. In the right-hand illustration at the foot of the left-hand page, the blunt ice-breaking bows of the tug may be noted. She took three-and-a-half hours to get two miles

THE WORLD OF FLIGHT

THE REORGANISATION AT THE AIR MINISTRY.

FEW acts by any Government in history can have given so much solid satisfaction to everyone concerned as has the reorganisation of the Air Ministry. Setting aside all political questions, feelings, or prejudices, the sentiments of all concerned with aeronautical affairs may be summed up in the terse phrase of a fairly senior officer of the Royal Air Force, who remarked, on

in the world in the spirit of the R.F.C. And so it will undoubtedly be in the *post-bellum* R.A.F.

The transference of Major-General Sir Frederic Sykes, K.C.B., C.M.G., from the post of Chief of the Air Staff to that of Controller-General of Civil Aviation is also generally regarded as an excellent move. Sir Frederick Sykes has always been

a pioneer. Those who have served with him in India can tell weird tales of his explorations in the unknown regions of China, Tibet, and Central Asia: he himself has an apparently unconquerable aversion to discouraging on his personal adventures and experiences. When flying began General Sykes became a pioneer of aviation. He did practically all the organising of the R.F.C. in its early days, and he did a vast amount of experimental work in aeroplanes. He took the historic

"First Five Squadrons" of the R.F.C. to France in August 1914; and, as he never professed to be a first-class pilot, he made some of the most remarkable reconnaissances of the war as an observer, for he believed that the Officer Commanding should see things for himself. Before the war Major Sykes, as he was then, delivered several lectures to

the Aeronautical Society on the uses of aircraft in war. They were not largely reported, for the public in those days were not interested in flying. If one reads them again to-day, in the light of war experience, those lectures appear as realised prophecies. Therefore one is justified in regarding General Sykes as a man of proved foresight. The Controller of Civil Aviation, if he is to be a success and is not to bring disaster to aeronautical development, must of necessity possess foresight above almost all other qualities. And he must have the outlook of a pioneer. Who, then, could be more worthy of the appointment than one who has always been a pioneer and whose prophecies have been fulfilled?

There are, of course, pessimists who lament that the proposed new air laws will be the death of aeronautical progress, or will at least do it serious harm, just as repressive legislation has hampered the development of motoring. But

there is this great difference. The new laws have been framed by people like General Sykes who are interested in aeronautical progress, and are designed for the good of aeronautics, whereas the bad old laws which still restrict the freedom of the road-user were framed by anti-motorists.

More than enough harm has already been done by the reckless flying of young R.A.F. pilots over popular holiday resorts, and if to this harm there were added constant breakages in the air of badly built machines there would soon be a popular outcry against flying. And in this democratic age popular outcry is the ruling element. Therefore it is in the interests of aeronautics that all pilots should be required to pass a certain standard of efficiency before being let loose over the country, and that all aircraft should be inspected before they can be used. These are the two "tyrannies" against which some folk seem chiefly inclined to rebel. One need only point out that masters and mates are required to hold certificates before taking charge of vessels at sea, and that there is a Plimsoll Line and a Lloyd's Register to guarantee the safety of the ship itself. There seems little reason, then, for objecting to reasonable control of aircraft. Whether the new laws become a tyranny or a blessing depends entirely on their administration. One cannot conceive that one who has made public confession of his faith in civil aviation, as General Sykes has done, will administer those laws in a manner to check progress.

Nor can one believe that Brigadier-General Ellington, C.B., C.M.G., who has been appointed Controller of Production and Research in the Air Ministry, will permit official interference with the production of new, progressive, and interesting types of aircraft. General Ellington's appointment inspires confidence because he is a Staff Officer of the Old Army, and not an "expert" in aviation—nor even an engineer, nor a scientist. He has been concerned with flying, purely as a Staff Officer,



"PENGUINS" IN TRAINING AT HENDON: GIRLS OF THE WOMEN'S ROYAL AIR FORCE AT PHYSICAL DRILL.—[Photograph by Sport and General.]

seeing the list of new appointments, "Well, that's one up to Churchill!" Whatever may be the reader's opinion of the new dual Secretary of State for War and for the Air Force, none has ever denied Mr. Winston Churchill's willingness to give a decision or to take a responsibility. In this case his decision has been remarkably quick, and there are few who will disagree with it.

The prime cause of the satisfaction which is felt, by officers and men of the R.A.F. alike, is the reappointment of Major-General Sir Hugh Trenchard, K.C.B., D.S.O., as Chief of the Air Staff. The storm of indignation which was aroused when Sir Hugh left the Air Ministry early in 1918 will still be fresh in the memory of those who are at all interested in the Flying Services. The personal regard in which he is held by all ranks can only be compared with that in which the French Army held Napoleon, or in which the British Army held the Duke of Wellington. And, as in the case of those two great leaders, General Trenchard's men have marked their affection by bestowing on him a nickname. The poetic French invented the name of "Le Petit Caporal," the more prosaic English called Wellington "Nosey," and the Air Force of to-day has chosen to recognise its great leader by the name of "Boom"—which nickname is a tribute to his bigness of mind, voice, and stature (he has been compared to a piece of heavy artillery), and has no reference to any fondness for publicity. This latter statement is verified by the fact that, until the disturbance caused by his leaving the Air Ministry in 1918, few outside the R.A.F. and the Army in the Field knew of his existence.

It has been rightly written of General Trenchard that he is "strict, exacting, and a terror to slackers." His hold over his subordinates is maintained very largely because of their personal regard for him. The majority of people in the R.F.C. were very much more afraid of losing the good opinion of "Boom" than they were of any disciplinary measures which might be inflicted on them by Major-General Trenchard, G.O.C., R.F.C., in the field. The difference between the two reasons for good behaviour made all the difference



THE KING AT THE R.A.F. MEMORIAL SERVICE: HIS MAJESTY LEAVING WESTMINSTER ABBEY.

The King, with Prince Albert, attended the Memorial Service held in Westminster Abbey on February 19 in memory of officers and men of the Air Service who fell in the war. The officiating clergy included the Dean of Westminster and the Chaplain-in-Chief of the R.A.F., the Rev. H. D. L. Viener.

Photograph by Illustrations Bureau.

since the formation of the R.F.C. in 1912, and his knowledge of aircraft is that of the man who wants a machine to fulfil a specific purpose. He is, therefore, fully qualified to judge by results, and is not at all likely to insist on obtruding theories and schemes of his own into future design and construction. On the whole, therefore, one is disposed to regard the forthcoming activities of the Air Ministry with equanimity, and even with hope.

By C. G. GREY,
Editor of "The Aeroplane."

THE VICTOR OF PALESTINE AT ALEPOO: GENERAL ALLENBY'S ENTRY.

PHOTOGRAPHS SUPPLIED BY C.N.



GENERAL ALLENBY'S OFFICIAL ENTRY INTO ALEPOO: BRITISH ARTILLERY IN THE PROCESSION PASSING BETWEEN LINES OF ARMOURED CARS.



THE BRITISH COMMANDER-IN-CHIEF ADDRESSING THE PEOPLE OF ALEPOO: GENERAL ALLENBY SPEAKING BENEATH THE HEDJAZ FLAG.

General Sir Edmund Allenby, the deliverer of Palestine, made a state entry into Aleppo, in Syria, on December 10. He was accompanied by a large escort of Indian cavalry, and the streets were lined by men of the 5th Cavalry Division, and a number of armoured cars. Great crowds witnessed the procession to the Serail, and gave the victorious General a

great ovation. At the Serail the Commander-in-Chief gave audience to civil and religious officials (Moslem, Christian, and Jewish) and a group of leading citizens. He then addressed the people gathered in the Serail square, amid the greatest enthusiasm. On January 5 General Allenby again visited Aleppo, and walked through the bazaars.

GERMAN AEROPLANES SURRENDERED: ALGERIANS, TUNISIANS, AND ANNAMITES EMPLOYED ON DISMANTLING.

DRAWN ON THE SPOT BY HENRY CHEPPE.



THE ARRIVAL OF SURRENDERED GERMAN AEROPLANES AT THE ST. CYR PARK.

The park of St. Cyr, which was laid out in January 1915, as a depot for the repair of French service aeroplanes, has since the Armistice been used for the reception of German machines surrendered to the Allies. They are brought by rail, and on their arrival are taken off the trains by crews of Algerians and Tunisians, who hand them over to Annamite mechanics employed, under the supervision of French overseers, in dismantling the various instruments and accessories, which are at once placed under shelter in

A SIEMENS-SCHUCKERT MACHINE BEING CONVEYED FROM TRAIN TO HANGAR.

hangars. The bodies of the aeroplanes are then ranged in line in repairing shops, so that they can be examined in detail by experts. The drawing was made at the moment of dismantling from the railway of one of the latest types of German machines—the Siemens-Schuckert, fitted with an eleven-cylinder engine of 185-h.p. Only a few machines of this model were beginning to be brought into use by the enemy in August and September 1915. [Drawing Copyrighted in the United States and Canada]

SCIENCE JOTTINGS



A FRENCH ALCHYMIST, RODOLPHE LEON, AND HIS ASSISTANT, AN UNKNOWN ALCHYMIST OF THE FIFTEENTH CENTURY.



THE SUPERSTITION OF RUDOLF II, RULER OF THE HOLY ROMAN EMPIRE. THE EMPEROR CONSULTING HIS ALCHEMIST (CENTRE).



THE HOUSE WHERE FLAMEL LIVED PASS WITHOUT CROSSING THEMSELVES: THE HOME OF NICHOLAS FLAMEL (1330-1419).

THE Fellows of the Zoological Society of London had the privilege, on Feb. 4, of listening to a masterly discourse on the penguins and sea-elephants of the Macquarie Islands, and the penguins of the Antarctic. This was given by Sir Douglas Mawson—who may, indeed, be regarded as one having authority to speak on the subject. Sir Douglas had no thought of providing "entertainment" on this occasion; on the contrary, he spoke with an obviously grim desire to convince the Fellows of so important a society of the dismal fate which must speedily overtake the creatures of these barren and far-off lands. Those who are thus callously engaged on this pitiful work know well the grave risks and the severe privations which they must certainly have to face; but there is "money" in the venture. Captain and crew and the shareholders of the company owning the ship are all agreed: the biggest possible "pile," in the shortest possible time, must be made before this "mine" of flesh and blood pans out.

Sir Douglas is anxious that immediate steps should be taken to proclaim the Macquaries a national reservation wherein no slaughter of any kind should be permitted. And, to guard against stealthy, illicit hunting trips, he would establish there a wireless weather station. Thus any such attempts to evade the law would instantly be reported, and the offenders brought to justice. That Sir Douglas has a very substantial body of sympathisers in high Government and scientific circles behind him was made plain at the meeting; but no one has yet discovered the all-important factor which shall galvanise these perfectly "correct" "wobblers" into prompt action. They seem, rather, to prefer taking the risk of catching "opportunity" by the tail, instead of the forelock; and then express dismay when disaster follows the attempt.

When man started thus callously to break the balance of life in these regions, he wrought more mischief than he wot of. The slaughter of huge "Elephant-seals," solely for the sake of the prodigious quantity of blubber which was salved, resulted in bestrewing the beaches with enormous quantities of meat, which, at the prevailing low temperature, does not decay, but instead furnishes an almost inexhaustible supply of food for hordes of the great Skua-gull. The numbers of these birds, as a conse-

ON PENGUINS AND SEA-ELEPHANTS.

quence of this riotous living, has far surpassed the bounds imposed by Nature, when all the species, both of bird and beast, was subtly regulated, so that none became a menace to



A RULER OF THE ADEN HINTERLAND RESTORED UNDER BRITISH AUSPICES: THE SULTAN OF LAHEJ IN HIS PALACE.

An account of the restoration of the Sultan of Lahej is given on the opposite page, with some photographs of the ceremony.—[Photograph by C.N.]

the rest. It is not clear yet whether because the skuas have increased beyond their supply of seal-meat, or because this is slowly failing them, but at any rate they are now levying

an appalling toll on the eggs and young of penguins. The ranks of these birds have already been shockingly depleted by oil-fishing companies; but we are now assured, and quite recently, that this has now ceased. But the grace they have professed to confer with one hand they have taken away with the other. It is all the same to the penguins, and those of us who for various reasons desire to save them from being utterly wiped out, whether the process is accomplished by slaying the birds or taking their eggs. And the deadly work, it must be remembered, is proceeding at a greatly accelerated pace now that the skua-gulls have become an additional factor of destruction.

It may be urged that I have painted in the shadows of my picture somewhat heavily. I may be reminded that on Dassen Island, which lies a few miles north of Cape Town, the eggs of the "Jackass penguin" (*Spheniscus demersus*) have been annually gathered, and are still gathered, in hundreds of thousands, yet the species shows no sign whatever of diminishing in numbers. But in this case it is to be remembered that the egg-gathering is watched with a jealous eye, lest more be taken than the colony can afford to lose. At the present time, I believe, it numbers between eight and nine million birds. But, besides the penguins, hordes of cormorants, ibises, and gulls nest here also. The administrative authorities of Cape Colony will see to it that the teeming millions of birds now holding Dassen Island do not decrease, for the island as it furnishes periodic and extremely valuable supplies of guano; and, so long as this form of manure is demanded by the farmer and gardener, the birds of Dassen Island are not likely to be endangered.

They who are exploiting the rookeries of the Macquaries might well cogitate on the plan of operations adopted at Dassen Island. In the near future, I hope to be able to describe at some length some of the different species of penguins and the intensity of the "struggle for existence" which they are called upon to face. The appalling weather conditions of the Antarctic make the study of such creatures as have contrived to increase and multiply there especially important for purposes of scientific investigation.

W. P. PYCRAFT.



GENERAL ALLENBY IN BEIRUT: SALUTING THE PEOPLE FROM THE STEPS OF A KIOSK IN THE MUNICIPAL GARDEN.

General Sir Edmund Allenby, Commander-in-Chief of the Egyptian Expeditionary Force in Palestine and Syria, made an official entry into Beirut on January 13. He is seen at a kiosk in the municipal garden, saluting the people. On his right is Lieut.-Gen. Sir Edward Bulfin (G.O.C., 21st Corps), on whose right again is Omar Bey Daouk, President of the Municipality of Beirut. General Allenby was entertained to lunch and presented with a sword of honour. A new street in Beirut has been named after him.—[Photograph by C.N.]

THE ADEN HINTERLAND FREED: A SULTAN RESTORED BY THE BRITISH.

PHOTOGRAPHS SUPPLIED BY C.N.



ENTERING HIS CAPITAL UNDER OUR PROTECTION: THE SULTAN OF LAHEJ WITH A BRITISH GENERAL.



REJOICINGS AT LAHEJ AFTER ITS OCCUPATION BY OUR FORCES: A NATIVE DANCE.



RESTORED TO HIS THRONE UNDER BRITISH AUSPICES: THE SULTAN OF LAHEJ LED FROM THE DAIS BY THE BRITISH COMMANDER-IN-CHIEF.

A picturesque ceremony took place recently at Lahej, the capital of the Aden hinterland, on the occasion of the restoration to his throne, under British auspices, of the Sultan, Sir Abdul Karim ibn Fadhl ibn Ali, K.C.I.E. He succeeded to the throne on January 1, 1918, and was recognised as Sultan by the British Government, but it was only lately that he was installed after the evacuation of Lahej by the Turks. There were

some 7000 Turkish troops in the Aden hinterland and southern Yemen, and for some time after the armistice granted to Turkey, it is said, they refused to evacuate those territories, believing the news to be a hoax. Special envoys had to be sent from Constantinople to convince them, and they have since surrendered and have been shipped out of the country.

CAMERA NEWS: NOTABLE OCCASIONS IN LONDON AND SOUTH AFRICA.

PHOTOGRAPHS BY EDDOME, L.N.A., AND SPORTS AND GENERAL.



THE FIRST OFFICIAL AERIAL POST IN SOUTH AFRICA: AN AEROPLANE ARRIVING AT GREENPOINT FROM WYNBERG.



AFTER DELIVERING MAILS AT GREENPOINT: LIEUT. GEARING'S MACHINE LEAVING THE GROUND TO RETURN TO WYNBERG.



THE MENACE OF A COAL STRIKE: REPRESENTATIVES OF THE MINERS' FEDERATION LEAVING THE PREMIER'S HOUSE IN DOWNTON STREET.



AFTER SEEING MR. LLOYD GEORGE: (L TO R) MR. FRANK HODGES (MINERS' FEDERATION SECRETARY), MR. ROBERT SMILLIE (PRESIDENT).



A ROYAL VISIT TO AUSTRALIA HOUSE: (FROM RIGHT TO LEFT) THE QUEEN, MR. ANDREW FISHER (HIGH COMMISSIONER), AND PRINCESS MARY.



THE BILLIARDS CHAMPIONSHIP: THE HOLDER, MELBOURNE INMAN (RIGHT), AND T. NEWMAN (IN PLAY) DURING THEIR RECENT MATCH.

The first official aerial post in South Africa was inaugurated recently by Lieut. Gearing, who brought mails in an aeroplane from Wynberg to Greenpoint. The left-hand photograph shows the machine in the air just before landing outside the Post Office at Greenpoint.—The Executive of the Miners' Federation, including the President, Mr. Robert Smillie, called on Mr. Lloyd George at No. 10, Downing Street, on February 20, to discuss the critical situation arising from the threat of a coal strike on March 15, in favour of

which miners had voted with an overwhelming majority. The Premier promised a Royal Commission, and the Bill appointing it was introduced in the Commons on February 24.—On February 21 the Queen and Princess Mary paid a visit of inspection to Australia House, where they were received by the Right Hon. Andrew Fisher, High Commissioner for Australia, and Mrs. Fisher.—In the first round of the Professional Billiards Championship, the holder, M. Inman, beat T. Newman by 862 points, at Thurston's Rooms in Leicester Square.

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THE CRAZE FOR DANCING.

BY E. B. OSBORN.

DO you jazz? If the answer is in the negative, you will certainly be classed as a survival from the Carboniferous Age, and even elderly people will suggest that you ought to be in a glass case at South Kensington. Tango, bunny-hug, fox-trot—these and other outlandish dances have had their vogue in an ascending order of popularity; but none of them were seen in the halls frequented by the makers of munitions and land-girls on a holiday, and Thomas Atkins home on leave, and other inexpensive persons. Indeed, in the first war-year, the last of all our parlour-maids—except for multi-millionaires, the race is now extinct—told me that "some of them new dances ain't fit for a respectable girl taking liberties, I call them!" As a matter of fact, the mandenly instinct which still prevents her and her like from dancing away every vestige of Victorian propriety, had enabled her to hit upon a very fair definition of the tango before it was bowdlerised for the ball-room. But the Jazz has already captured every section of London society, and is now pushing its fantastical conquests into the provincial towns and cities. Nay, there is a wild wail rumour that it has reached Glasgow—that would be the limit, surely! Not since the Middle Ages, when dancing manias infected whole populations, has anything like this craze for jazzing set the philosophers plucking at their beards. Is it a symptom,

as the mediaeval visitations were, of a wide-spread *malaise* of the nerves, an obscure outcome of war-weariness followed by a perplexing peace? It is a question worth asking, not easily answered.

The Jazz, after all, is a very harmless diversion. Like many of its forerunners in popular favour, it is only a slurred version of a movement long familiar to connoisseurs of the art of the ballet. It is, in fact, a rudimentary

to us from America, the Jazz—the name is probably derived from "Gee, whiz!" a popular expletive with the subjects of President Wilson—has no claim whatsoever to be considered as an artistic form of self-expression. It will probably be clean forgotten in a few months; having, however, served its purpose as a provocation to exhilarating exercises *à deux*, which will help to teach the new governing classes how to dispose of their hands and feet, and move at their ease when the time comes for them to enter the halls of authority.

We can welcome jazzing, then, as a much more humanising matter than the munition-girl's furs and silken gown worn over unlaundred *lingerie*. But let nobody think that its amazing popularity is a proof that the true art of dancing is about to become acclimatised in this country. There is only one land in which the art that is a marriage of music and sculpture is, and always has been, happily at home. Not Russia—the Russian dancers derive their style from the Italian tradition, which keeps its vigour there because the male dancer, ousted elsewhere,



SHOWING HER 12-INCH GUN: ONE OF THE BIG NEW BRITISH SUBMARINES, THE "M 1,"

LYING AT THE GALATA BRIDGE, CONSTANTINOPLE.

The "M 1," one of the new class of giant British submarines, or submersible monitors, was illustrated and described in our issue of February 1.—[Official Photograph.]

rolling step like the *Pas de Bourré*, executed by a pair of dancers on a polished floor, one going backward and the other forward. It lacks the strong sexual motive which cannot be altogether eliminated from the tango, or, indeed, from any of the dances which are more or less remotely derived from Spanish originals. It is pretty enough when danced with ease and elegance, with no exaggerated gesture of any kind. Like all the dances that have come

to remain as a factor of virility. An art which becomes the sole prerogative of women invariably declines into a mere accomplishment. It is in Spain that the true genius of great dancing resides. Italy, in point of historical fact, derived the very idiom of her ballet from Spain. Only in Spain does the soul of a Carmen—a some undaunted daughter of desires, find in the attentive assemblage a hundred partners.

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LADIES' NEWS.

PRINCESS PATRICIA'S wedding is the event of the week. When this is read she will be married and have emerged from the ceremony the Lady Patricia Ramsay. The widespread interest shown in her wedding astonished her—and also touched her, for very modestly she set it down to the popularity of her father and mother. Their life of close companionship, world-wide travel, and usefulness to the Empire did endear them to the British people, to whom the home and family ideal will always be precious, and who have also a high opinion of those in great places who conscientiously do their duty. The Duke and the late Duchess of Connaught very thoroughly fulfilled these British aspirations, and their children and grandchildren are looked upon with pride and affection. That Princess Patricia exercised a strong personal charm in all those public engagements which she filled so naturally and quietly is well known to everybody concerned rather than to herself, for she was just herself without thinking at all about herself.

The part played by our great London business firms in the winning of the Armistice is not generally known. It was done in a spirit of true patriotism—not at all in one of advertisement: The latter comes into the business arrangements; the former into the personal. Incidentally, on a visit of inspection to the finest of Red Cross pearl necklets at the Royal Jewellers, Carringtons, in Regent Street, it transpired that the purchase of this truly beautiful string of pearls was only half of that made by this firm at the Red Cross Pearl Sale. It was bought for £22,000, and its eventual destiny is uncertain. A historical future it should have, for each gem in it means a sacred memory—an act of selflessness and patriotism, a personal and great sacrifice. Each gem in it is beautiful, and the matching is superb. Carringtons are experts in precious stones; if asked, they would possibly say pearls interested them most. They possess a unique stock of them, and this at a time when they are growing more and more scarce. None are arriving from the Indian fisheries. The purchase of so many of those given to the Red Cross means a sacrifice of capital—on which better interest might be obtained—for the patriotic purpose of rousing up enthusiasm, and making brisk bidding for those sold in the cause of relieving suffering among the men who saved us and our homes and children.

There are, happily, dresses other than those *de luxe* and of great price; there are comfortable, smart, neat, ready-to-wear gowns for two guineas each. Where?—will



A LIBERTY HOUSE GOWN.

This is made of *yarn crépe*. Deep white lawn collar and cuffs give it a very fresh appearance. It is laced in front with velvet ribbon.

be eagerly asked. At a house the name of which is a guarantee for artistic excellence—none of less account than the great one of Liberty. These dresses are in ten different colourings, and the fabric is *yarn crépe*. There are three models to choose from. One has frills at the neck and wrists, and ribbon-velvet waistband and ends; another has a deep white lawn collar and cuffs to match, and the bodice is laced beneath the collar with velvet ribbon; the third has a hand-painted Tyrian silk belt, collar, and cuffs. The fabric is very pretty, a crinkly silvery effect being apparent in almost every colour—a lovely sky-blue, a reseda-green, a pale-brown, a hyacinth-blue, a china-pink, a carnation-pink, three shades of dark-blue, and a slate-grey. Should further particulars of these desirably modest-priced and pretty dresses be needed, a card to Liberty's, Regent Street, asking for a booklet which gives drawings of the styles and patterns of the *crépe* itself, will ensure it by return post.

Mrs. Augustus W. Bird, who was Miss Clarice Barton French, and who was married last week to Major A. W. Bird (who is, appropriately enough, a D.S.C. flying officer) attained distinction for her beautiful bridal costume—created, by the way, by no less a firm than that of Debenham and Freebody. It was of that fascinating fabric, *satin beauté*, in a shade between cream and milk-white. The skirt was short and draped, showing a Limerick lace petticoat at the left side. The sleeves were of this lovely lace, and there was a pearl girdle with ends falling towards the back of the skirt. The train, long and remarkably gracefully arranged, was of *satin beauté*, and was attached from the shoulders in front. Near the hem was a large true-lovers' knot made of slender trails of orange-blossom. The veil, one of beautiful old family lace, was arranged mantilla-like, with most becoming effect, and the wreath of laurel-leaves showed between waves of the bride's pretty fair hair. It is no easy thing to design a wedding gown, in these days of numerous weddings, with individual and distinguished features; this one proved that it can be done.

Later on, there will be a considerable number of dances at Buckingham Palace. The ball-room there—a large, almost oval-shaped apartment—is a splendid setting for a good dance. There is a gallery for the band, seats almost all round raised tier on tier, and a floor beyond reproach—as many a débutante knows who has dropped further than a cursey on it! The King and Queen have a young family round them, and, happily, have hearts young enough to desire that their sons and daughter and their friends shall have a good time. A. E. L.

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LITERATURE.

Miss Buchanan's Mr Hugh Walpole, who has written a foreword to Miss Meriel Buchanan's "Petrograd." "Petrograd, the City of Trouble 1914-1918" (Collins), remarks that while it gives us her view of the larger, more historical events of the Revolution, its unique value lies in its report of the smaller, more important things. With this all its readers will agree and also with Mr. Walpole's acknowledgment of the debt under which its sincerity and consequent vividness place us.

From this it is not to be supposed that the light Miss Buchanan casts on the larger events does not often reach dark corners. The sections on Rasputin and on Kerensky to take two, are extremely interesting, and are valuable, we may suppose, even more because of what the writer's knowledge leads her to reject of legend than of what, through authoritative information, she is able to add to fact. Indeed, it is the honesty with which one, who lived through the eventful years in circumstances that might be expected to make her specially well acquainted with the facts, admits that often she is only a chronicler of rumour, that attracts us to Miss Buchanan's historical pages, and gives us a feeling of confidence in them. Moreover, her volume is singularly free from prejudice, of which its balanced treatment of Kerensky in spite of its admiring references to Korniloff is a capital illustration.

Nevertheless, it is as a record of the small, more important things that the book is especially effective. If the reader happens to know Petrograd, its value for him is enhanced. Innumerable little touches, introducing a particular street or a particular building, the charm of the Islands, a tea-shop on the Nevski, an unusual silence within St Isaac's, where, instead of the curious tumult of ordinary times, one old woman kneels in prayer, and two little solitary candles burn before the Miraculous Madonna of St George—little touches like these assist to create the atmosphere of Petrograd in Revolution which Miss Buchanan's volume conveys. A rapid, readable



LORD JELLIFFE'S DEPARTURE ON HIS EMPIRE TOUR: THE ADMIRAL (2ND FROM RIGHT) WITH COMMODORE DREYER, HIS CHIEF OF STAFF, ON THE QUAY AT PORTSMOUTH

Admiral Viscount Jellicoe embarked at Portsmouth on February 21 in the battle-cruiser H.M.S. "New Zealand." Lady Jellicoe sailed with him

Photograph by Sport and General.



THE FIRST OCEAN-GOING CONCRETE SHIP TO BRING A CARGO TO THE THAMES: THE S.S. "ARMISTICE" STEAMING UP THE RIVER.

The "Armistice," launched at Barrow-in-Furness on January 7, is the largest concrete ship so far built in this country. She is 205 ft. long, and displaces 2415 tons. [Photograph by Sport and General.]

narrative, it is still pervaded by an ominous sense that properly reflects the experience of those who lived through that time.

The Hohenzollern Record.

A more scathing indictment of Hohenzollern crimes against humanity for centuries, or a longer catalogue of lawless deeds and ambitions, could not easily be found in the annals of the past than those presented in the pages of "The Hohenzollerns at the Bar of History," by T. Dundas Pillans (Melrose). The bloodstained and conscienceless acts and principles recorded by the author make a nightmare-like procession, and Mr. Pillans declares that the criminal careers of the Hohenzollerns from the twelfth century to the present time argues "inveterate congenital depravity," a contempt for all law, and a cruel cynicism and treachery unparalleled in history. The author does not mince words in dealing with his subject, and he reminds his readers of the bitter irony of life that it is the wicked who too often monopolise interest both during life and after death. In support of this assertion he cites a curious catalogue of names from Cain and Judas to Crippen and Peace, or, "in that great Newgate Calendar called History," such unnatural examples of inhumanity as Nero. Mr. Pillans marshals a long list of crimes attributed to Prussian action, and contrasts the Hohenzollern record with what a free and sane Germany might have become.

Readers of this chronicle of ill-doing may not agree entirely with all that the author says, or with the vigour with which he says it; but the book might well act as a deterrent to any of those who have the faintest desire to minimise the record of German brutality in the war now happily at an end. While such a world-upheaval is in actual progress, with each day bringing its tale of brutality, and all that is worst in human life and motive, the general characteristics of the nations engaged are apt to lose the significance which will later be recognised and recorded by students of the effects of such a struggle, and fail to recognise the extent to which the sufferings of to-day have their origin in far remote people, their lives, their characters, and their motives.



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A thought for to-day: A bookstall—a sixpence—"The World."



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THE GREAT "C" TRIUMPH

NEW NOVELS.

"An English Family."

The English family history given to us by Mr. Harold Begbie is interesting, and as rambling and discursive as such a record would naturally be. He hits off the high-spirited boys, the squarson's breakfast-table, the stables, the sister, the family prayers, and provides an effective contrast in Uncle Francis's Anglo-Indian and agnostic brood, rightly regarded by the Rector and his wife as a thoroughly unpleasant crew. "An English Family" (Hutchinson) excels in portraying the upper middle-class country folk of twenty or thirty years ago—good, worthy, narrow-minded, and well-meaning persons, who could be trusted, no matter who failed in their plain national duty, to provide a quiverful of British citizens. We did not like Mr. Begbie's story half as well when he came to the young men in town, and not at all when the war arrived and gave the author the opportunity to air views with which everybody cannot be expected to agree, and when the good friend, to our mind, talked a vast amount of nonsense. It is as well to have a picture of the English family—such

placed on record, as here, it will soon be only an enigma to the race that has bred it, for already it is receding into the limbo of forgotten things.

"The Elstones," When we were young the religious novel took pains to reveal the hardships that befall the young evangelical person, who was

"The Sister Disciple."

The title of "The Sister Disciple" (Hurst and Blackett), coupled with the name of Mr. William Le Queux, will indicate, as no doubt it is intended to do, that the Rasputin drama is being used once again to attract the public. Rasputin would appear, indeed, to be serving Mr. Le Queux very well, seeing that his life of that worthy



KUT PRISONERS FROM THE HAMPSHIRE REGIMENT WELCOMED AT WINCHESTER: MARCHING TO THE GUILDHALL. [Photograph by Sport and General.]

a family as this, we mean. It has played a solid but undistinguished part in the making of Empire. It is an enigma to the other nations, and unless it is captured and

family towards languishing and along its way.



WINCHESTER'S PUBLIC WELCOME TO HAMPSHIRE MEN REPATRIATED FROM KUT: THE GATHERING AT THE GUILDHALL.

A number of men of the 1/4th Hampshire who were taken prisoners at Kut, and have been recently repatriated, were given a public welcome at Winchester on February 20.

Photograph by Sport and General.

is announced to be in its hundred-and-fortieth thousand. In an avowed work of fiction great play can also be made with such a figure. The author does not scruple to introduce the hapless ex-Empress in an infamous rôle; and he assumes that his public will accept without demur the verdict he passes upon her as the betrayer of her adopted country. Probably he knows the people for whom he writes, and shows his perspicacity in giving them a highly spiced tale of treachery and murder. The novel-writers who hold their office highest are not, unhappily, invariably the best sellers. "The Sister Disciple" will be read with avidity, with smacking of lips and rolling of eyes, by persons who enjoy a hotch-potch of sensational episodes, and to whom no backstairs scandal can come amiss. The style of writing matches the material.



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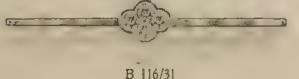
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THE PLAYHOUSES.

"ABRAHAM LINCOLN," AT THE LYRIC OPERA HOUSE. PLAYS written round famous men have to fight against great difficulties. There are the heroes' great deeds or sayings, to omit which is to offend a public which perhaps knows nothing else about them. A Nelson who does not murmur, "Kiss me, Hardy," or clap a telescope to his blind eye; a Cromwell who has not the most visible of warts, and does not order the removal of "that bauble," hardly stands a chance of being identified. The best method of treating a historical celebrity in the playhouse is to place him in wholly imaginary circumstances, and reveal as much of his character as is possible in scenes which history cannot belie. Mr. John Drinkwater has not adopted this plan with Abraham Lincoln; and in fixing on Lincoln he started with certain advantages. Few men have died more dramatically; few have had personalities more marked or more capable of indication. Moreover, he was the champion of a cause—there is your connecting idea. But if you are going to show him as public man, talking with his Cabinet, over-riding opposition, sternly adhering to his policy, you must invent dialogue for him; you must try to match speeches that are on record, and mix his words with your own. Your pattern cannot be of a piece; you are tied down to the progress, not of design or character, but of historical fact: something settled for you in advance; and you must offer a series of tableaux, in which there is no real dramatic movement. That is what Mr. Drinkwater has done; and while he may be thanked for taking the theatre seriously, and applying intelligence to it, his work possesses too little life, too little variety: even too little fun. Still, he portrays Lincoln himself very adequately and fascinatingly, and that is no small thing to have done—indeed, from his point of view, it is the main thing. He gets splendid help from Mr. Walter Rea, who realises the heart and mind as well as the quaint exterior of Lincoln, he obtains from Mr. Harcourt Williams an effective presentation of General Lee in the act of surrender; and a number of clever members of the Birmingham Repertory company all do so well that it would be unfair to single any out for special praise.

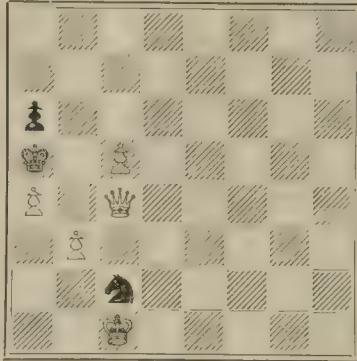
"A CERTAIN LIVELINESS," AT THE ST. MARTIN'S. That sort of go-as-you-please entertainment in which satire and fantasy are mixed, and the action and the fun seem improvised as the playwright ambles on, is by no means an easy thing to manage. Mr. Macdonald Hastings has some happy moments in "A Certain Liveliness," some neat sallies at the expense of politicians who want to make their country compusorily virtuous, or to "tell America"

everything. We laugh at first at the state of his virtuous kingdom, and its Controllers with their odd Greek names, at his Ladies-in-Waiting, at his revolting women sick of the vote. We chuckle, too, over the King's unscrupulous Prime Minister, and his siege of the castle, and the royal jests about provisions and coal. But the author's humorous inventions do not hang sufficiently together. Oddly enough, the mercurial Mr. Seymour Hicks, who has in his time put life into so much that was slow, has unaccountably developed a trick of pausing, so that the character which should have been the play's chief stimulus fails every now and then to get a move on. The actor is full of humour in his dialogue, but, owing to this mannerism, allows his public time to note that the tale is in need of a push. There is charming acting from Miss Muriel Martin Harvey; but Lady Treve and Mr. Valentine, as the conspiring Premier, have too thin material to work upon.

CHESS.

10 CORRESPONDENTS—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

PROBLEM No. 3805.—By H. F. L. MEYER.



WHITE.
White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3803.—By G. HEATHCOTE.

WHITE BLACK
1. Q to Q 5th B takes Q
2. R to K 5th Any move
3. Kt, R, or B mate.

If Black plays, 1. R take Q, 2. P to K 5th; if 1. R to Q 5th, 2. Q takes B (ch); if 1. B to R 6th, 2. Q to K 5th (ch); and if 1. P Queen, then 2. R to K 5th, etc.

J PAUL TAYLOR.—Quite sound now. The "cock," however, will delay its publication for some time.

W. P. SUMMERFIELD.—The position you send is of no use to us. Thanks all the same.

J. REYNOLDS.—Thanks; but our space compels us to decline your communication.

CORRECT SOLUTIONS OF PROBLEM No. 3799 received from K. H. D. De C. (Cleatua), B. met. Livingston (Brooklyn), and Narendranath Mitra (Behar); of No. 3800 from R. F. Morris (Slerbroke, Canada); of No. 3802 from A. C. Bevin (B.E.F., France), E. M. Vicars (Norwich), F. W. R. K. S. (B.E.F., France), and Jas. T. Palmer (Church) of No. 3803 from R. J. Longdale (New Brighton), Bert Newitt (B.E.F., France), and H. Gressett Baldwin (London).

CORRECT SOLUTIONS OF PROBLEM No. 3804 received from A. W. Hamill-Gill (Exeter), J. S. Forbes (Brighton), J. Reynolds (Southend), G. Lewthwaite (Leamington), A. H. H. (Bath), Max D. Barber (Woodbridge), J. Fowler, J. Smart, J. C. Stackhouse (Torquay), G. Stillingfleet Johnson (Salford), and H. Gressett Baldwin (Farnham).

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. E. B. OSBORN and E. JESTY.

(Queen's Pawn Game.)

WHITE (Mr. O.) BLACK (Mr. J.)

1. P to Q 4th P to Q 4th
2. P to K 3rd Kt to K B 3rd
3. B to Q 3rd P to Q B 4th
4. Kt to Q 2nd P to K 3rd
5. Kt to B 3rd Kt to B 3rd
6. Castles P takes P
7. P takes P B to Q 3rd
8. P to Q Kt 3rd Castles
9. B to K 2nd R to K sq
10. Kt to K 5th Q to B 2nd
11. P to K B 4th P to Q R 3rd
12. P to Q R 3rd P to K 3rd
13. Q Kt to B 3rd P to R 3rd
14. K to R sq Kt to K 5th
15. P to B 4th B takes Kt

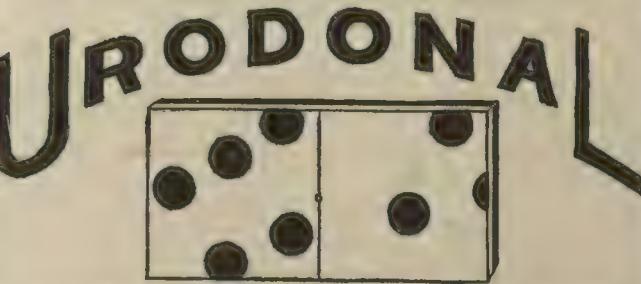
So far, the game has been fairly equal; but here White begins to obtain the better position. The text move does not improve matters for Black; but it is compulsory.

16. B P takes B P to B 4th
17. P takes P (en pass) Kt takes P
18. Kt to K 5th Q to B 2nd
19. Q R to B sq R to K 2nd
20. B to Kt sq B to Q 2nd
21. B to K 3rd B to K sq
22. P takes P P takes P
23. Kt to Kt 4th Kt to K 5th
24. Kt to K 5th Kt to B 3rd
25. Kt to Kt 4th Kt to K 5th
26. Kt to K 5th Kt to B 3rd

Black will offer to draw, which his opponent, with equal wisdom, refuses.

27. P to Q R 4th Q to Q 3rd
28. P to K Kt 4th B to B 2nd
29. P to R 4th R to K B sq
30. P to Kt 5th

White resigns.



THERE IS SOMETHING WRONG

with anyone who sleeps badly at night, wakes in the morning feeling tired and aching, goes about the day's routine suffering pain and stiffness in every limb, has no relish for food and is unable to digest properly. In the large majority of cases excess of Uric Acid is at the root of the trouble.

THERE IS SOMETHING WRONG with an article sold as a remedy for such symptoms which only gives temporary relief. It is evident that the so-called "remedy," not being compounded on a scientific basis, fails to attack the evil at its root. It is useless to treat the symptoms without tackling the PRIME CAUSE of these symptoms—Uric Acid—and URODONAL alone can do this, as it is a real solvent of Uric Acid, based on a scientific formula discovered by an eminent French Chemist as a result of years of patient experiment and research.

URODONAL dissolves and eliminates Uric Acid; it cleanses the liver and kidneys, purifies the blood and tissues, prevents obesity, stimulates nutrition and prevents the formation in excess of Uric Acid in persons inclined to this diathesis.

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Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists and Stores, or direct, post free, 5/6 and 12/6, from the British Agents, HEPPELLS, Chemists, 164, Piccadilly, London, W.1. Full descriptive literature sent post free on application to HEPPELLS.

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Convalescence Nervous Exhaustion Overstrain



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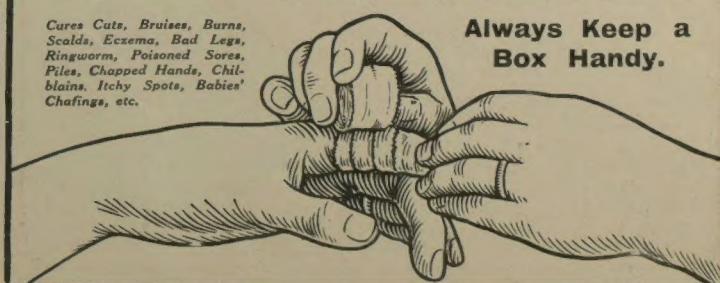
is a wonderful healer. The lads returning from France and Belgium say that its endeavours to cover up the ravages of war are miraculous. Countless wild flowers and vegetation spring up in magic profusion to clothe the shell-scarred wastes with a healing mantle of natural beauty.

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Piles, Chapped Hands, Chil-
blains, Itchy Spots, Babies'
Chafings, etc.

Always Keep a
Box Handy.



THE CHRONICLE OF THE CAR.

The Supe-Tax on Petrol. In endeavouring to organise a mass protest of motorists against the retention of the sixpence per gallon super-tax on petrol, the *Motor* is doing a good work for the cause of automobilism, apart from its bearing on the interests of the individual. So long as the war lasted no one had much to say against the taxation policy of the Government; but now that hostilities have ceased, and we are trying to urge on the work of reconstruction, the case is far different. As a peace-time impost the tax is flagrantly unjust. Apart altogether from this excess tax, the motorist pays an Excise duty of sixpence per gallon on his fuel. Then he is mulcted in other items of taxation, such as the car registration fee, the annual carriage license duty, and the cost of his driving license, in addition to which he has to bear his share in the general burden of taxation, which is by no means light. Agreed that the specific motor taxes are nominally devoted to the maintenance of the roads, which affords some show of excuse for differential taxation, it must not be forgotten that no other form of road traction is asked to pay directly towards highway upkeep. The claim that the motorist is unfairly discriminated against must therefore hold good. And, on the top of all this burden of discriminating taxation, we are now told that in all probability the sixpenny super-tax is here to stay. In the ordinary way I do not believe much in these petitions or protests, by whatever name they may be called; but in this case I think every motorist, every automobile owner, should sign and enter his protest, not only because of the unfairness of the impost, but because of the harm its permanent retention must inevitably do to the development of automobilism. Before the war we paid at an

average rate of 1s. 4d. per gallon for petrol, and at that price motoring was an economical pursuit so far as regards the matter of fuel cost. Now we are asked to face a permanent tax of 1s. per gallon—more than at times we have been able to purchase petrol for by the roadside. I can see no hope at all, if the tax is kept on, of petrol falling below 2s. 9d. per gallon; and if motoring is to be subject to such a handicap it is perfectly obvious that the man of moderate means, who is the backbone of the movement,

throughout the land will sign the form the *Motor* is circulating.

Parliament and Road Transport.

A very strong Parliamentary Road Transport Committee has been formed, under the chairmanship of Mr. Joynson Hicks, among Members of the House of Commons interested in mechanical road transport. Already the group numbers about 150, and will soon, it is said, include some 200 Members of the Lower House. It will have plenty to do during the reconstruction period, in which the development of road transport must play a leading part. The first matter with which the committee will be called upon to deal is that of the new Ministry of Ways and Communications, which it is proposed shall take under its wing the whole of our transport system, including railways, canals, and roads. For reasons which have been amply discussed, it is more than questionable if the policy of combining the control of roads and railways under a single Ministry is a wise move. In fact, most people who have been able to regard the proposal from a balanced point of view are of the opinion that no worse arrangement could be come to. I understand the committee intends to fight tooth and nail against the highways being delivered over to the railway interests—and it is certainly strong enough to impress its point of view on the Cabinet and the House.

B.S.A. Movements.

Those interested in one of the most enjoyable and healthy of pastimes, cycling, should write for a copy of the new catalogue of B.S.A. bicycles just published. It is a really fine production, the various models made by the B.S.A. Company being shown in the most artistic and striking manner. The appearance of such a publication, issued so soon after the cessation of hostilities, proves that, while the B.S.A.

(Continued overleaf).

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The new 13·9-h.p. Angus-Sanderson car, which we illustrate, is likely to command wide interest, not merely on the score

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will not be able to entertain the use of the car. It is on mechanical transport we depend for the solution of many of the most pressing problems of the reconstruction period, and yet it is proposed to tax that form of transport out of existence at the very outset! There is nothing to be done but to protest, loudly and vigorously, and to that end it is to be hoped that every motorist

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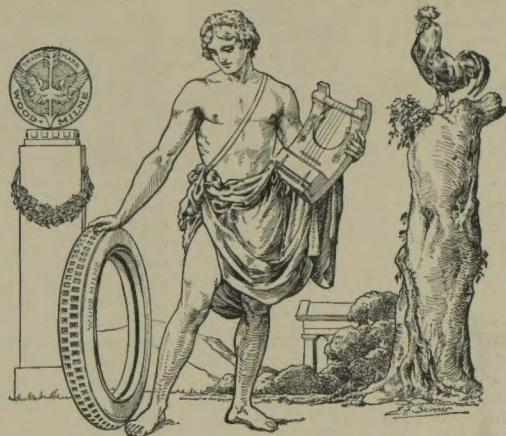
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Continued
Company were going all out for the manufacture of war materials during the war, they were also preparing for the time when peace conditions prevailed. We would advise our readers to write for a copy of the catalogue at once to the Birmingham Small Arms Company, Ltd., Small Heath, Birmingham.

Racing in the Isle of Man. Apropos the report that there might be road racing in the Isle of Man this year, the Douglas Town Council has passed a resolution requesting the R.A.C. to hold races during July or September next. It may be found possible to hold the Motor-Cycle Tourist Trophy race, but I should say it is very improbable that we shall see car racing this year. Indeed, it is really impossible that anyone could be ready with racing cars until well on in 1920—if then.

New Vauxhall Developments. Mr. Laurence H. Pomeroy, late technical director of Vauxhall Motors, Ltd., is shortly leaving for America, where he will spend six months in studying the conditions affecting the contemplated introduction of Vauxhall cars into the American market. The reputation of the Vauxhall car has been very greatly enhanced by its performance in war service; and the fact that it has proved one of the most

successful of all the British makes of car has become very widely known through the medium of officers and others, and has occasioned inquiries of a significant nature from both the United States and Canada, as well as from many other parts of the world. It may be of interest to state at the same time that a change of policy in the marketing of their cars in England has been decided upon by Vauxhall Motors, Ltd. They will shortly give up the show-rooms in Great Portland Street to their London agents, Messrs. Shaw and Kilburn, Ltd., thus relinquishing definitely their handling of retail trade. The present officials in the sales department will continue in the service of the company.

W. W.

The "British Industries Fair," for 1919, organised by the Board of Trade, opened on February 24, and will continue until Friday, March 7. It is again held in the Pennington Street premises of the London Dock, and a special service of motor-omnibuses between Mark Lane Station and the Fair is running. The Fair is again restricted to paper, printing, and stationery, glass and pottery, fancy goods, and toys. Admission is confined to trade buyers, and the Board of Trade have issued over 80,000 invitations. Firms who have not received one

should apply to the Director, British Industries Fair, 10, Basinghall Street, London, E.C.2. Orders were booked last year to over a million and a-half sterling.

Ladies who love jewels will be interested to know that, owing to the lease having been disposed of, Messrs. S. Smith and Son, Ltd., are holding an important sale of beautiful and valuable jewellery at 68, Piccadilly. W. The valuable stock of rings, brooches, necklaces, pendants, bracelets, watches, and clocks is being offered at five shillings in the pound reduction. The sale terminates on March 20, when the remaining stock will be removed for sale by auction.

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We must save time and labour, even at home, and instead of putting on a stockpot and using gas for hours, we must get nourishing soup by means of Turtleon, which is real Turtle Soup, and can be made simply by pouring hot water on to a concentrated cube of *conserve*.

The Editor of the *Delecta Magazine* will post you a copy of this interesting publication, which records the conditions prevailing at Delectaland, Watford, where Turtleon, Vi-Cocoa, and all Freemans Food Products are made.



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A loaf that keeps for sev'ral days.

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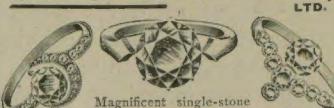
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